

RTIP ID# <i>(required)</i> LA996425				
Project Description <i>(clearly describe project)</i> The project includes spot widening in four locations along Sepulveda Boulevard to install the following improvements: 1) right-turn pockets at Wilshire Boulevard, 2) turning pockets between Moraga Drive and Church Lane/Ovada Place, 3) southbound right-turn lane at the 405 Freeway southbound on-ramp (405 Freeway overpass north of Getty Center Drive), 4) bike lanes between Skirball Center Drive and Bel Air Crest Road, 5) northbound right-turn lane at Skirball Center Drive, 6) third southbound through lane on the approach to Skirball Center Drive, and 7) reversible lane in Sepulveda Boulevard tunnel at Mulholland Drive. In general, Sepulveda Boulevard would be widened in four spot locations by up to 22 feet within the existing and proposed right-of-way. Proposed right-of-way acquisitions would require easements from Caltrans and the Metropolitan Water District of Southern California. Construction activities include, as necessary, removal and reconstruction of concrete curbs, gutters, and sidewalks; grading and excavation; new paving; new curb returns and ramps; re-striping; signage and utility relocations; new retaining walls (2); new rock fall fence; vegetation removal and new landscaping; new overhead signs at the tunnel approach for the reversible lane; and new and relocated street lights. The proposed reversible lane would operate in the northbound direction during the p.m. peak hour and in the southbound direction at all other times. The construction duration is one year from June 2007 to June 2008.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street.				
County Los Angeles		Narrative Location/Route & Postmiles Sepulveda Boulevard between Wilshire Boulevard and Mulholland Drive (6 miles) Caltrans Projects – EA# 07-4U2944L		
Lead Agency: City of Los Angeles				
Contact Person Lisa Ochsner		Phone# (213) 485-5755	Fax# (213) 847-0656	Email Lisa.Ochsner@lacity.org
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	12/05	12/05	03/06	06/07
End	12/06	12/06	02/07	06/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Sepulveda Boulevard is a major arterial in the City of Los Angeles and a vital transportation corridor that is often used as an alternate to the I-405 Freeway. Sepulveda Boulevard and the I-405 Freeway are the only major links between the San Fernando Valley and West Los Angeles. The purpose of this project is to improve vehicular traffic flow on Sepulveda Boulevard by making improvements to critical spot locations along the corridor as well as improving bicycle access by installing bicycle facilities. This project is expected to alleviate peak hour congestion, reduce travel delays, and enhance safety for recreational and commuter bicyclists traveling through the corridor.

Currently, Sepulveda Boulevard experiences high traffic volumes especially in the peak periods. The Annual Average Daily Traffic (AADT) on Sepulveda Boulevard, projected to the 2008 opening year of this project, ranges from about 21,000 to 38,000 vehicles throughout the limits of this project and is expected to increase to 25,000 to 45,000 by the horizon year of 2030. Significant traffic delay occurs at certain locations along the corridor. For example, at the intersection of Sepulveda Boulevard and Skirball Center Drive, the total intersection delay per hour, for the A.M. peak hour, has been calculated to be 162 vehicle-hours in the year 2008, which will worsen to 322 vehicle-hours in the year 2030. This project will make improvements on Sepulveda Boulevard, which will reduce the delay to 125 vehicle-hours in the year 2030, thereby resulting in a delay savings of 198 vehicle-hours. Another example is at the intersection of Sepulveda Boulevard and Wilshire Boulevard, where 80 vehicle-hours of delay will be saved in the P.M. peak hour. This project will also improve the Level of Service (LOS) at critical signalized intersections.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land uses surrounding Sepulveda Boulevard include residential, commercial, institutional, public facilities, and open space. The majority of Sepulveda Boulevard extending north from the 405 Freeway overpass to Mulholland Drive is situated within a canyon that contains vast areas of open space, park land, and undeveloped land. Pockets of residential communities are located along the hilltops of the canyon to the west and east. Residences are also located north of Mulholland Drive. Other developments in the area include the Skirball Cultural Center and Milken Community High School near Skirball Center Drive. This portion of the corridor primarily serves gasoline-powered vehicles. At the 405 Freeway overpass and south to Wilshire Boulevard, Sepulveda Boulevard is situated in a more urbanized area that contains institutional, commercial, and residential land uses. This includes the Metropolitan Water District's Sepulveda Canyon Control Facility (water plant) at the 405 Freeway overpass, the Getty Center and Leo Baeck Temple at Getty Center Drive, residences and commercial buildings near Moraga Drive and Church Lane/Ovada Place, and the Los Angeles National Cemetery and commercial buildings at the Wilshire Boulevard intersection. Although this portion of the corridor is primarily utilized by gasoline-powered vehicles, commercial and institutional uses generate a minor percentage (less than 3%) of truck traffic from delivery trucks and other diesel-powered trucks.

Sepulveda Boulevard runs parallel to the 405 Freeway and is the only alternative route in the corridor when the freeway is heavily backed up. In this case, the majority of the traffic would be generated by gasoline-powered vehicles since heavy truck use on Sepulveda Boulevard is less than 400 AADT. Given the project involves turning lanes and operational improvements and has significantly less than 3% diesel truck traffic, the project is not considered a project of air quality concern.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2008	No Build LOS		Build LOS		AADT	% Trucks	Truck AADT
	AM	PM	AM	PM			
Skirball Center Dr.	F	E	D	D	25,692	0.8	208
I-405 SB Ramps	B	B	B	B	28,493	0.6	180
Moraga Dr.	F	C	F	C	30,718	1.3	395
Church Ln./Ovada	E	F	D	F	38,045	0.7	251
Wilshire Blvd.	F	F	E	E	21,075	1.0	210

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2030	No Build LOS		Build LOS		AADT	% Trucks	Truck AADT
	AM	PM	AM	PM			
Skirball Center Dr.	F	F	F	E	30,116	0.8	243
I-405 SB Ramps	D	C	D	C	33,400	0.6	210
Moraga Dr.	F	E	F	E	36,008	1.3	463
Church Ln./Ovada	F	F	F	F	44,597	0.7	294
Wilshire Blvd.	F	F	F	F	24,705	1.0	246

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

It is not anticipated that this project will cause major traffic redistribution; however, this segment of Sepulveda Boulevard is used as an alternate route to the I-405 Freeway. If a major backup occurs on the I-405, more vehicles will potentially use Sepulveda Boulevard instead of staying on the freeway.

<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p>
